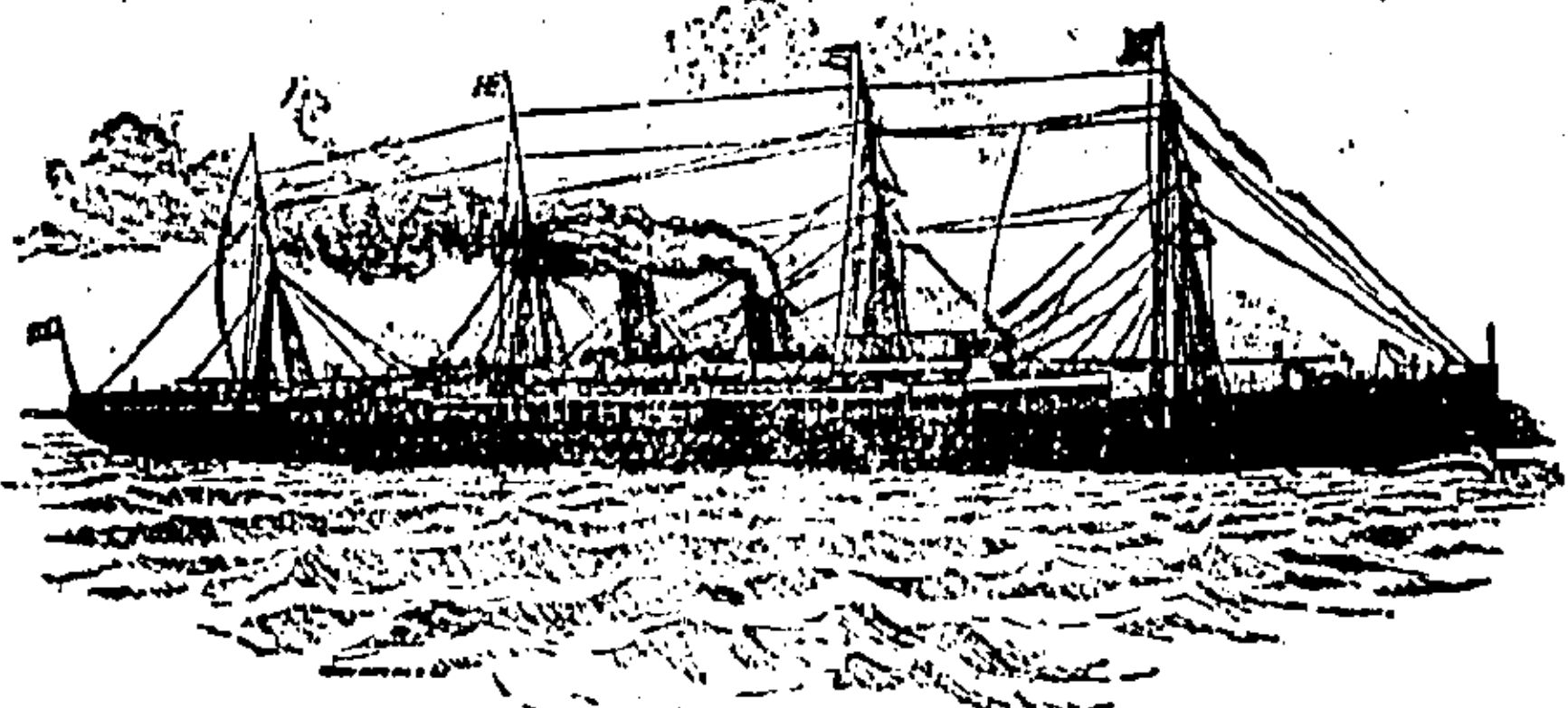


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"KOREA"	1,276 Gross Tons	THURSDAY, 10th March, at Noon.
"GAELIC"	4,205 "	SATURDAY, 19th March, at Noon.
"CHINA"	5,060 "	TUESDAY, 5th April, at Noon.
"DORIC"	4,784 "	THURSDAY, 14th April, at Noon.
"HIBERIA"	11,284 "	SATURDAY, 30th April, at Noon.
"COPTIC"	4,352 "	SATURDAY, 7th May, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The P. M. Company's Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 10th March, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and Northern PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Island Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 24th February, 1904.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 10 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN" 6,000 Tons WEDNESDAY, 9th March.

"EMPRESS OF CHINA" 6,000 " WEDNESDAY, 13th March.

"ATHENIAN" 3,882 " WEDNESDAY, 6th April.

"EMPRESS OF INDIA" 6,000 " WEDNESDAY, 20th April.

"TARTAR" 4,425 " WEDNESDAY, 4th May.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate or
Steamers, and 1st Class Rail £40. " " £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous
INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN-
COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese
and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage,
apply to

D. E. BROWN, General Agent,
9, Pedder's Street.

Hongkong, 24th February, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE
LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SITHONIA	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO).	1st March. Freight.
DAMBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	17th March. Freight.
SAMBIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	25th March. Freight.
ABESSINIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	5th April. Freight.
SUEVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	19th April. Freight.
ARTEMISIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	3rd May. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 23rd February, 1904.

GO TO THE
KOWLOON HOTEL,
KOWLOON. J. W. OSBORNE, Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons,	Captain H. D. Jones.
"PUWAN,"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN,"	2,260 "	A. W. Dix, n.
"HANKOW,"	3,073 "	C. V. Lloyd.
"KINSHAN,"	2,800 "	J. J. Lusius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons,	Captain W. E. Clarke.
-------------------	-------------	-----------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

CANTON-MACAO LINE.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons,	Captain B. Branch.
"NANNING,"	569 "	C. Burchart.
"TAK HING,"	618 "	R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 25th January, 1904.

JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP,

3, DUNDRELL STREET,
HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA via MACASSAR	Second half of March	JAPAN	Second half of March
TJILATJAP	JAPAN	First half of March	SPORE & JAVA PORTS	First half of March
TJIMAHI	JAPAN	First half of April	SPORE & JAVA PORTS	First half of April

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HOLLAND-CHINA TRADING CO.

Telephone No. 201,
Hongkong, 29th February, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.
FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

ORIENTAL
COSTUMES AND
FANCY DRAPERIES
FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40] PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

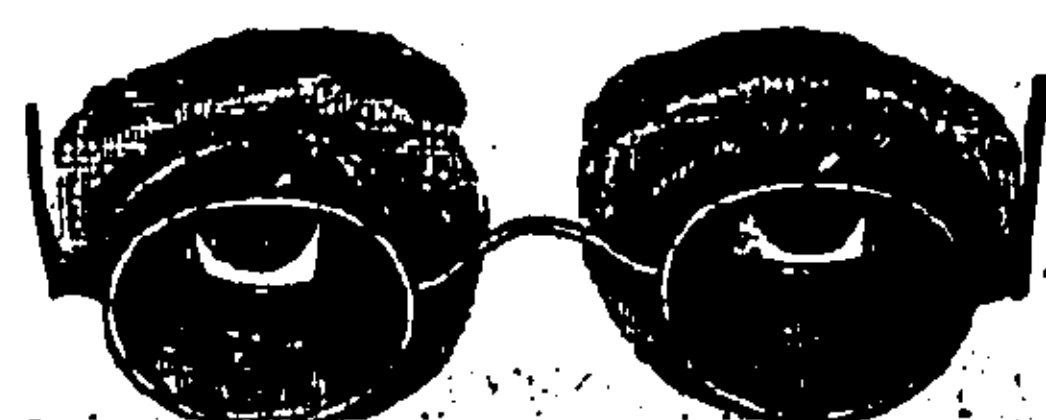
A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1902.

THE MANAGER.

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1902.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 76 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 376 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 508; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[G

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS, Tel. 56.
For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIFTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS in the above Company, will be
held at the OFFICES of the Company, Pedder's
Street, on SATURDAY, the 5th day of MARCH,
1904, at 12 o'clock (NOON) to receive a State-
ment of Accounts to 31st December, 1903, and
the Report of the General Managers and to
elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 20th February to the
5th March, both days inclusive.

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 9th February, 1904.

[241]

HONGKONG AND KOWLOON WHARE
AND GODOWN COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS in the above Company will be
held at the COMPANY'S OFFICE, No. 2, Con-
naught Road, at 12.15 P.M., on THURSDAY,
the 10th MARCH, for the purpose of receiving
the Report of the Directors, with a Statement
of Accounts to the 31st December, 1903.

The TRANSFER BOOKS of the Company
will be CLOSED from the 1st to the 10th
MARCH, both days inclusive.

R. J. MACGOWAN,
Acting Secretary.

Hongkong, 25th February, 1904.

HUMPHREYS ESTATE AND FINANCE
COMPANY, LIMITED.

SHAREHOLDERS are hereby notified that,

on and after this Date, they can obtain
SCRIP CERTIFICATES for SHARES of the
NEW ISSUE in EXCHANGE for HONG-
KONG and SHANGHAI BANK RECEIPTS on
Application at the REGISTERED OFFICES of
the Company, Nos. 38 and 40, Queen's Road
Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 15th February, 1904.

[257]

WANTED.

POSITION as NURSE or TRAVELLING
COMPANION to Lady or Children.

Return Passage required, if Travelling.

Apply to—

No. 267,
C/o The H.K. Telegraph Office.

Hongkong, 18th February, 1904.

[267]

WANTED.

GOOD CLERK Wanted, European or
other.

Apply to—

ROBINSON PIANO CO., LD.

Hongkong, 10th February, 1904.

[247]

WANTED.

SITUATION by a YOUNG EUROPEAN
with Bank Experience and a Good
Knowledge of English, French and Spanish
Languages.

Apply to—

"X.Y.Z."
C/o This Paper.

Hongkong, 1st February, 1904.

[200]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.

In Bags of 50 lbs. net \$2.85 ex Factory.

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 15th August, 1903.

[D

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid
and any other Chemicals.

Price \$10.50 per cask of 16 bottles (quarts)
or 6½ pints.

GOVERNMENT BILLS.

TENDERS for SPECIE, BRITISH and
MEXICAN DOLLARS, current in this
Colony, in Exchange for Sterling Bills drawn
at 10 days' sight on the Lords Commissioners
of His Majesty's Treasury, London, will be
received by the Chief Paymaster, Army Pay
Department, until 11 A.M., TO-MORROW,
the 1st March, 1904.

The Tenders to state the total amount re-
quired (in Pounds Sterling), and the amount for
which each Bill should be drawn, but no Bills
will be issued for less than £100.

The Tenders to be in Duplicate, and in sealed
covers, addressed to the Chief Paymaster,
Army Pay Department, and endorsed "Tenders
for Government Bills."

The right to accept or reject any or all of the
Tenders is reserved.

Copies of Forms of Tender can be had on
application.

GEO. H. FERRIER,
Colonel, A. F. D.,
H.M. Treasury Chest Officer.

His Majesty's Treasury Office,
Fletcher Street,
Hongkong, 29th February, 1904.

[99]

DIOCESAN SCHOOL & ORPHANAGE.

SCHOOL DUTIES will be RESUMED
TO-MORROW, 1st MARCH.

For Terms, apply to

THE HEAD MASTER.

Hongkong, 29th February, 1904.

[288]

QUEEN'S COLLEGE.

EASTER TERM begins THURSDAY,
3rd March.

GEO. H. BATESON WRIGHT.

Hongkong, 27th February, 1904.

[297]

THE TRYPOGRAPH DUPLICATOR
(ZUCCATO'S PATENT).

NEW MODEL with IMPROVED SLATE
RED PRINTING SURFACE.

5,000 Copies direct from original in BLACK or
any other Colours.

Largely used in H.M. Government Offices.

WILL STAND ANY CLIMATE.

ORIGINAL, BEST,
AND
CHEAPEST.

MOST RELIABLE COPYING
APPARATUS.

For full particulars, Price Lists, Samples of
Rubber Stamps, &c., &c.

Apply to

JACK E. ELLIS,
17A, Queen's Road Central, 1st Floor.

Sole Agent for E. M. RICHFORD in China.

RUSSIA AND JAPAN.

[BY A RESIDENT IN CHINA]

Of late the daily papers have contained frequent references to the efficiency or otherwise of the Siberian Railway as a means of transporting troops and war materials in time of war. As an engineer and recent traveller from Peking to London, I may, perhaps, contribute a few facts to this discussion. Our train included an observation car, and travelling at an average speed of only twenty miles an hour, I had a most excellent opportunity of judging of the condition of the line, which was further facilitated by the many long stoppages at stations.

The past summer in Manchuria was marked by the heaviest rainfall known during the last fifteen years, and the high embankments to the north of Niu-chang, on which the track is laid, kept it above the heavy floods that occur, suffered severely. The said embankments being newly thrown up and not properly settled, this was only to be expected, and the want of flood openings in several places contributed to this result. When railways were first built near Tientsin and Peking, they suffered in the same way. The interruptions which took place last summer in no way show that the line is not solidly constructed. In a country where practically the whole of the rainfall occurs during a couple of weeks, and the river beds may for several years be dry and overgrown with grass, the correct location of bridges is very much a matter of guess-work, and the real requirements can only be seen when the first severe floods occur.

The damage done to the line last summer took about three weeks to repair, and when I travelled over the line the additional flood openings were already taken in hand, and must by this time be completed. West of Harbin the line was in good working order, and had not suffered at all. As to the permanent way, the rails in Manchuria are of a heavy section, while between Lake Baikal and the Manchurian frontier they are light, and will have to be replaced before very heavy engines, travelling at a high speed, can pass over them.

Being a single line, the carrying capacity is limited accordingly, but I believe they could send eight to twelve trains daily in either direction, providing there was enough rolling stock; and in case of emergency Russia in Europe should be able to supply any deficiency.

Remembering the low speed at which the trains run, it is not likely that the service would break down; to run eight or twelve trains on a single line at a speed of twenty miles an hour, is a very different thing from doing so at double that rate. Up to the present the service has been maintained with great regularity, considering the difficulties to be overcome. It has been suggested that in time of war the Chinese would cut the line; but, provided the larger bridges were safely guarded, the Russian military authorities would no doubt make every village along the line responsible for any damage done.

Besides, as long as Russia can get the reinforcements forward as far as Harbin, there will be no difficulty in traversing South Manchuria until the next rainy season in July and August, as there is practically no snow in winter and the temperature, from a Russian point of view, is quite bearable. Before there were any railways at all in Manchuria all transport of goods was undertaken during the winter months, when the roads were frozen and consequently in good condition. Considering that Manchuria can feed an army of half a million men without difficulty, I believe that for the purpose of sending out additional troops and war stores, the Siberian Railway in its present condition will suffice for all the requirements of a Manchurian campaign.

Apart from the relative strength of the two Powers, other factors which might have an influence on the issue have been mentioned, and more especially the attitude of the Chinese in Manchuria. According to the sympathies of the various writers, the Chinese and Koreans are supposed to be hostile to either the Japanese or to the Russians, while to the Americans and to the Western nations China is supposed to entertain rather more friendly feelings.

As long as foreign critics continue to speak of China as one unit, making no distinctions between the Manchurian people, and the small minority of educated men who are imbued with a certain number of Western ideas, the impressions which the public derive from them will remain vague. As a matter of fact, no one who had the opportunity during and after the troubles of 1900 of watching the relations between the Chinese people and the foreign nations represented could help noticing the better feelings prevailing (once bloodshed had ceased) between the Chinese and Japanese, and the Chinese and Russians, as compared with the rest of the Allies.

That Russians may have treated the Chinese Government in a more high-handed manner will carry no weight as compared with the services which Russia has rendered to the Manchurian people, and the sympathy with which the Russians treat the peasants in Manchuria, where Russian settlers live peacefully side by side with Chinese, pursuing the same calling, the simple explanation being that a little rough treatment, tempered with friendliness, is more acceptable to the native than the openly expressed superiority, tempered with justice, as shown to him by the other nations. The above remarks about Russians apply to a certain degree to the Japanese; but the Japanese in their endeavour to colonize Korea do not seem to have achieved much, and, at least, have not succeeded in making themselves popular with the Koreans.

While many reasons are quoted as to the difficulty of a *modus vivendi* between the two Powers, the real crux of the situation is, surely, the fear on the part of Russia that Japan will gradually send her surplus population to settle in Korea, and in time spread further north, involving, as it no doubt

would, the totality of both Korea and China by Japan. On the other hand, Japan probably fears the same from Russia in Manchuria. If Japan should succeed in ousting Russia from Manchuria after a successful war, only the Mikado's representative would have any influence in Peking, and the party of Chinese reformers would soon hold the reins of government. It is difficult to foresee what that would mean to foreign nations; the views as to the foreign policy they would pursue have been aired by them in unguarded moments and may be summarised in the sentence "China for the Chinese," as seen in Kang-Yu-Wei's pamphlets. It is a mistake to believe that the so-called progressive party in China is more pro-foreign than the Governments of the past.

The want of liberality in trade which Russia has exhibited in Manchuria since her occupation of the country has centred all efforts of the trading nations toward an amelioration of this state of affairs, but it seems to me that the equally important possibilities of Japanese dominating methods being applied to China will, once Japan feels she is mistress of the situation in the East, be much more serious and exclusive than Russian methods. Though the bogey of a coming Yellow Peril may be a mere phantom at present, yet I believe that the danger of China championed by a victorious Japan would be no small one, and I believe the interests of foreign countries are best served by Russia remaining a power on the Pacific; but with unrestricted Japanese immigration into Korea, and more especially into Manchuria, and with all the consequences of the "open door" policy, she could, neither financially nor strategically, keep her position. So, if Japan maintains her demands in this respect, Russia will have to fight for her very existence in the East. —P.M.G.

Masonic.

ZETLAND LODGE,
No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREE-MASONS' HALL, Zetland Street, TO-MORROW, the 1st March, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 23rd February, 1904. [286]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.
SIEMSEN & Co.
Hongkong, 28th May, 1903. [52]

To be Let.

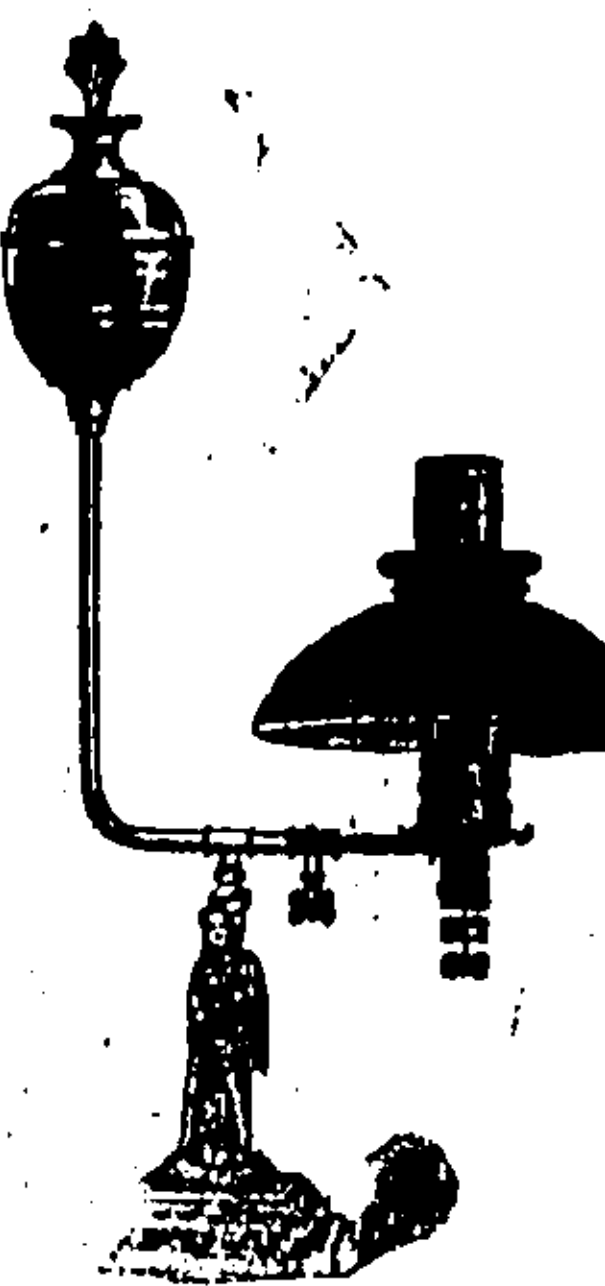
TO LET.
NOS. 4, 5, 6 and 9, AUSTIN AVENUE, KOWLOON, at moderate rentals, with immediate possession.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Hongkong, 29th February, 1904. [293]

TO LET.
TWO ROOMS suitable for OFFICE use Entrance from Ice House Street.
Apply to—
SECRETARY,
MASONIC HALL,
Hongkong, 13th February, 1904. [256]

TO LET.
NO. 6, BARROW TERRACE, KOWLOON. Available 1st March.
Apply to—
THE SAM WANG CO., LD.
Hongkong, 5th February, 1904. [218]

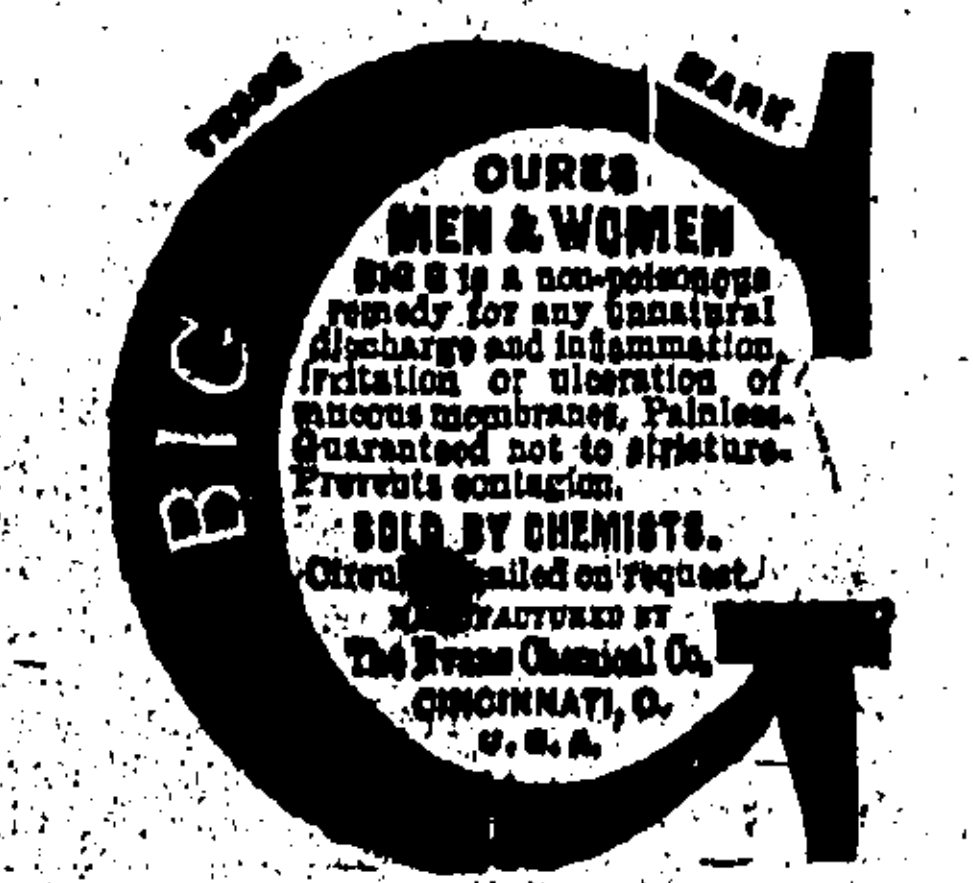
For Sale.

FOR SALE.



INCANDESCENT, Gasoline, Lamp, all descriptions from the best makers.
Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.
Lamps fixed up for Buyers free of charge.
Naphtha of the best kind kept in stock.

TAI KWONG CO.,
55, Lyndhurst Terrace,
Hongkong, 17th November, 1903. [31]



Auctions.

PONIES! PONIES!! PONIES!!!
THE Undersigned will hold their Annual Sale of RACE PONIES by Public Roup as under:—
ON WEDNESDAY, the 2nd March, 1904, at 4 P.M., opposite the CITY HALL, FIFTY LOTS; and on SATURDAY, the 5th March, at 4 P.M., at KENNEDY'S CAUSEWAY BAY, REPOSITORY, upwards of FIFTY LOTS.
HUGHES & HOUGH, Auctioneers.
Hongkong, 26th February, 1904. [294]

PUBLIC AUCTION.
THE Undersigned have received instructions to Sell by PUBLIC AUCTION, ON MONDAY, the 7th March, 1904, at 2.15 P.M., within his residence "LEIGH TOR," The Peak, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE, Comprising:—
MOROCCO and TAPESTRY-COVERED SOFAS and CHAIRS, CANTON CARVED BLACKWOOD DESK and FLOWER STANDS, BRONZE and CLOISONNE VASES, JAPANESE CARVED WOOD SETTEE and CHAIR, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, DINNER WAGGONS, TEAKWOOD SIDEBOARD, GLASS and CROCKERY WARE, DINNER SERVICE, DOUBLE BRASS-MOUNTED IRON BEDSTEAD with WIRE and HAIR MATTRESSES, TEAKWOOD WARDROBES, BEVELLED GLASS, MARBLE-TOP WASHSTANDS, COOKING STOVE and UTENSILS, &c., &c., &c.;
A large number of PALMS and FLOWERS in LOTS.
Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH, Auctioneers.
Hongkong, 27th February, 1904. [295]

Consignees.

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamship "NANKIN" FROM BOMBAY AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo:—
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.
From Aleppo, ex S.S. *Pundit*.
Goods not cleared by the 3rd proximo, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.
All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.
No claims will be admitted after the goods have left the Godowns.
E. A. HEWETT, Superintendent.
Hongkong, 26th February, 1904. [4]

S.S. "SYDNEY."
COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE TO CONSIGNEES.
CONSIGNEES of Cargo from London, ex s.s. *Danube* and *Malabar*, from Havre, ex s.s. *Metan* and from Bordeaux, ex s.s. *Ville de Rochefort*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before 8 P.M., TO-DAY, the 24th instant, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after WEDNESDAY, the 2nd March, at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 2nd March, or they will not be recognised.
All damaged packages will be examined on WEDNESDAY, the 2nd March, at 3 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX, Agent.
Hongkong, 25th February, 1904. [9]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamship "COROMANDEL" FROM BOMBAY, COLOMBO AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo:—
From London, &c., ex S.S. *Ocean* and *Sardinia*.
From Australia, ex S.S. *India*.
From Ceylon, ex S.S. *Swaha*.
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless intimation is given to the contrary before 1 P.M., TO-DAY.
Goods not cleared by the 4th proximo, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.
All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.
No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT, Superintendent.
Hongkong, 27th February, 1904. [4]

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
NOTICE.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.
ON TUESDAY, the 8th March, 1904, at 1 P.M., the Company's Steamship "AUSTRALIEN," Captain R. Ginguet, with Mails, Passengers, Specie and Cargo will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSITMENT.
This Steamer connects at COLOMBO with the Australian Line S.S. *Ville de la Ciotat* bound for MARSEILLES via BOMBAY and ADEN.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till NOON only on MONDAY, the 7th March, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.
Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.
Hongkong, 26th February, 1904. [9]

NORTHERN PACIFIC STEAMSHIP COMPANY.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.
PROPOSED SAILINGS FROM HONGKONG, VI SHANGHAI, INLAND SEA OF JAPAN, KOREA AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.
Steamers, Tons, Captains, 1904
Victoria..... 3,502 J. Truebridge... Mar. 16
Tremont..... 9,606 T. W. Garlick... Mar. 25
Olympia..... 2,837 A. Dixon... April 27
Lyra..... 4,417 G. V. Williams... May 4
Tacoma..... 2,812 M. Ridley... May 13
Shawmut..... 9,606 W. M. Smith... May 21
↑ Cargo only.
Steamers marked (*) have no second-class passenger accommodation.
The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.
Special rates allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.
For further information as to Freight or Passage, apply to—
DODWELL & CO., LIMITED, General Agents.
Hongkong, 27th February, 1904. [12]

THE HONGKONG STUDIO.
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.
PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.
LARGE SELECTION OF VIEWS ALWAYS ON HAND.
PRICE VERY MODERATE.
Hongkong, 15th September, 1903. [1]

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
EASTMAN'S KODAKS and FILMS.
Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best "THREE YEARS" guarantee given in every purchaser.
40, QUEEN'S ROAD, (Wing Lok Building).
THE HONGKONG STUDIO.
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.
PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.
LARGE SELECTION OF VIEWS ALWAYS ON HAND.
PRICE VERY MODERATE.
Hongkong, 15th September, 1903. [1]

MEE CHEUNG, PHOTOGRAPHER,
TOP FLOOR of 1st House in 1st House Road.
IS now in a position, in his New and Modern Premises, to receive, as heretofore, ALL PHOTOGRAPHIC ART PRACTICE in the Colony or in any part of the Far East.
GROUPS and VIEWS a speciality.
Hongkong, 26th February, 1904. [13]

THE AMERICAN SYSTEM OF DENTISTRY.
DR. M. H. CHAUN, 27, DES VEXES ROAD CENTRAL, HONGKONG, From the University of Pennsylvania, U.S.A. Hongkong, 2nd January, 1904. [58]

DENTISTRY.
SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST, No. 44, Connaught Road Central.
Hongkong, 26th February, 1904. [57]

TSU FAN DENTIST.
PRICE MODERATE—CONSULTATION FREE. Next to the Hongkong Dispensary, 50, Queen's Road, Central.
Hongkong, 24th January, 1904. [56]

Intimations.

THE ROBINSON PIANO CO. LTD.
HONGKONG, SHANGHAI, SINGAPORE.

CABIN PIANOS AND BABY ORGANS GUARANTEED FOR CLIMATE.

THE NEWEST RAG TIME MUSIC and BOOKS.

VICTOR TALKING MACHINES

ABSOLUTE REPRODUCTION OF THE HUMAN VOICE

SHIPS PIANO PLAYERS \$450

CASH OR CREDIT

Hongkong, 6th January, 1904. [39]

"Sanitas" Disinfecting Fluid
"Sanitas" Disinfecting Powder
"Sanitas" Eucalyptus Soap
Kingzett's Fumigating Candles
THE "SANITAS" CO. LTD.
BETHNAL GREEN, LONDON, E.

NOTICE.
THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than 100 CENTS (100 cts.) per Single Copy.
THE MANAGER, *Hongkong Telegraph* Co., Ltd.
Hongkong, 30th September, 1903.

A WONDERFUL DISCOVERY.
This is the age of research and experiment, when all nature's secrets are unlocked by the scientific method for the comfort and happiness of man. Science has indeed made giant strides during the past century, and among the latest and most important discoveries in medicine comes that of Therapion, a powerful and reliable Patient Medicine, which has been introduced, and has, we understand, been used in the Continental Hospitals by Ricord, Rostan, Robert Velpeau, Malgaigne, the well-known Chinese, and indeed by all those who are acquainted with the subject in such matters. It is the celebrated Lallemand, and Roux, by whom it was first introduced, and it is a fact that it is now being used in the most famous hospitals of the world. It is a remedy which is not only safe, but it is also a powerful and reliable Patient Medicine, which has been introduced, and has, we understand, been used in the Continental Hospitals by Ricord, Rostan, Robert Velpeau, Malgaigne, the well-known Chinese, and indeed by all those who are acquainted with the subject in such matters. It is the celebrated Lallemand, and Roux, by whom it was first introduced, and it is a fact that it is now being used in the most famous hospitals of the world. It is a remedy which is not only safe, but it is also a powerful and reliable Patient Medicine, which has been introduced, and has, we understand, been used in the Continental Hospitals by Ricord, Rostan, Robert Velpeau, Malgaigne, the well-known Chinese, and indeed by all those who are acquainted with the subject in such matters. It is the celebrated Lallemand, and Roux, by whom it was first introduced, and it is a fact that it is now being used in the most famous hospitals of the world. 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A. S. WATSON & CO.,
LIMITED.

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THE HONGKONG DISPENSARY.

Hongkong, 27th February, 1904.

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TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. CODE, 4th Edition.A. B. C. CODE,
Lieber's Standard Code.
TELEPHONE, 232.
Hongkong, 20th March, 1903.THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

The Hongkong Telegraph

HONGKONG, MONDAY, FEBRUARY 29, 1904.

JAPAN'S ADVANCE TO THE
YALU.

Though little or no news has so far transpired with regard to the plan of campaign adopted by Japan's generals with a view to attacking Russia's position in Manchuria, the official telegram, which, thanks to the courtesy of the Japanese Consul in this Colony we publish elsewhere in this issue, is a clear indication that the seizure of the Yalu River will be the primary objective of the invading army. The contents of this dispatch evidently denote that an important move has already been made by the troops of the Mikado, since an action has now taken place at Phuyang-yang, situated midway between Seoul and Yalu River, about a hundred and fifty miles north of the Korean capital. The immense strategic value of the Yalu and Liao Rivers in the present struggle is appreciable at first glance. Any invasion of Manchuria by the Japanese must necessarily strike at the Russian position at Mukden, and the only practical means of effecting such an advance is by using these water courses as bases. It might have been that the Russian fleet could have prevented the landing of Japanese troops near the Liao River, but this is no longer possible since the warships of the Tsar have been, by the repeated defeats inflicted upon them, reduced, so to speak, to a negligible quantity, and Japan can now at her convenience land an army corps at or near Newchwang so that a simultaneous advance could be made upon Mukden both from the Liao and Yalu Rivers. This is, in all probability, what will happen. Such a plan of campaign would render the possession of Port Arthur practically valueless to Russia owing to the ease with which, by converging lines of advance from these two rivers, the positions of the Russians at Mukden might be enveloped and the lines of communication with Port Arthur destroyed. The investment and reduction of this important garrison town and sea port would then be but a matter of time. Had the outbreak of the present hostilities been delayed a few months, it is not improbable that, in view of the strategic weakness of Port Arthur, Russia would have secured for herself a commanding position on the Yalu. The rapid attack of the Japanese left no time to the generals of the Tsar to secure to themselves this advantage. Russia's greatest weakness in Manchuria lies in the defenceless condition of her flanks, and this disadvantage could only have been obviated if Port Arthur had become the pivot of a position in which the two extremities rested on the estuaries of the Yalu and Liao Rivers; but the practical isolation of Port Arthur and the rapid advance of Japan's army through Korea have already deprived Russian strategists of the advantages of such a position. It now remains for the Muscovite generals to concentrate their forces at some point between these two estuaries, and at comparatively easy striking distance to either of these bases. The development of the coming campaign is likely to prove of immense interest to experts in military strategy and tactics; for there will be some very pretty fighting, since the character of the country intervening between the Liaoyang and Yalu River will make any enveloping movement of the Russian advanced positions a task of no small difficulty.

LOCAL AND GENERAL.

THE M. M. s.s. *Armand Behre*, with the next French mail, will leave Singapore, at 8 p.m. to-day, for this port via Saigon.

THE annual meeting of the Finance Committee of the Alice Memorial and Netherlands Hospitals is being held as we go to press.

WE are requested to state that the ceremony of consecrating the new bells in the R. C. Cathedral, at Glenageary, will take place on Sunday next, the 6th prox., at 4.30 p.m.

MESSRS. Melchers & Co. send us a table, showing the number of cabin and steerage passengers landed at the port of New York during the year 1903 by the principal steamship lines. The North German Lloyd, running from Bremen, made 89 trips and carried 121,687 passengers, the Hamburg American line, from Hamburg made 103 trips and carried 116,920 passengers, while the North German Lloyd from the Mediterranean took 33,423 passengers during the 30 trips to America.

THE Directory and Chronicle has reached its forty-second annual issue, and as it covers the whole of the ports and cities of the Far East in which Europeans reside it is naturally a bulky volume. It has been growing in thickness year by year, and the issue for 1904, which reaches us from the publishers, the *Hongkong Daily Press*, has a hundred pages more than the number in the previous issue, the work has been brought fully up to date and the numerous maps with interesting descriptions should be of especial interest at the present moment when the eyes of the political world are directed to the Far East.

THE WAR.

JAPAN'S ADVANCE TO THE YALU.

RUSSIAN CAVALRY DISPERSED.

Mr. M. Noma, Consul for Japan, has courteously communicated the following telegrams:

Tokio, 28th February,
8.20 p.m.

This morning at about 9 a.m. a group of the enemy's cavalry made a demonstration and were encountered by our troops about half a mile to the north of Phuyang-Yang. Our infantry opened fire and advanced to the attack, whereupon the Russians withdrew.

THURSDAY'S FIGHT AT PORT
ARTHUR.

Tokio, 28th February,
12.10 a.m.

Admiral Togo, Commander-in-Chief of the main squadron, has forwarded the following official report with regard to the recent attack on Port Arthur. Five merchant vessels were despatched with instructions to their crews to scuttle them in the entrance to the Russian port. On reaching the southern point of Laotshan, on the 24th inst. at 4 a.m., the first of the vessels, the *Tenshin-maru*, turned to the left and, after running for three miles under a violent fire from the enemy's forts, which inflicted serious damage, it was found necessary to beach her. The four other vessels steered off to the North-East; they were discovered by the enemy's searchlights and subjected to a violent cross-fire from the shore batteries. The engines of the *Bushu-maru* were put out of gear by a shell, and she was eventually scuttled near the *Tenshin-maru*. The *Bushu-maru* was riddled by shells and sunk before reaching the entrance. The *Tenshin-maru* and *Jinsen-maru* proceeded at full speed into the entrance. The former was sunk near Removizan point, and later on the opposite side of the passage. These two vessels were blown up with explosives that had been prepared on board, their crews cheering as they witnessed them founder from the boats. These towed away towards the Japanese torpedo flotilla, but, being discovered by the Russians, thanks to the searchlights which were sweeping the harbour, they were fired upon by the forts. In consequence, they rowed to a place of shelter where they were under cover, and rejoined the destroyers about 3 p.m. the following afternoon, after rowing for several hours against a heavy sea and a head wind.

The first of the above telegrams has a special significance since it informs us that a blow has been struck by Japan's Army in its advance to the Yalu River. The fact of an engagement having taken place at Phuyang-Yang, which is situated about 150 miles to the north of Seoul, goes far to prove that the advance of the Mikado's army is likely to be as expeditious and as well planned as was the attack of Japan's Navy on Port Arthur and the Russian fleet. When it is considered that, a little more than a fortnight after the first troops were landed at Chemulpo, a successful minor engagement took place yesterday at about six days' march from the Korean capital, some idea of the admirable rapidity with which the organisation and advance of the first Japanese army corps has been conducted can be formed. It is probable, seeing the rapid progress which the Japanese troops are making, that, before long, news of an encounter, of even greater importance, somewhere in the vicinity of Anju, will be received.

RELIEF FUND.

Within the next few days preliminary arrangements for the appointment of a local committee to raise funds in the Colony in aid of the Japanese sufferers during the present war with Russia, will have been completed. Sir Paul Chater will be chairman of the committee and associated with him in the work of obtaining relief will be the heads of all the leading shipping, banking and mercantile firms, including also the members of the Legislative Council and representatives of the Chinese community.

THE FLEET.

Early this morning the British battleship *Ocean*, and the British cruisers *Cressy* and *Centurion* left the port for Mirs Bay. The *South Phoenix* departed for Weihaiwei. A London wire to the *Straits Echo*, reports that the British first-class cruiser *Andromeda* (11,000 tons, sister ship of the *Europa*) was commissioned for the China station on the 11th. The *Andromeda* is a first-class cruiser of 11,000 tons of the *Dreadnought* type and is a sister ship of the *Amphitrite* and *Europa*, now on this station, which are improved *Terribles*. She is 335 ft. in length, beam 69 ft. draught 25 ft., 16,500 horse-power, 20.5 knots speed and is armed with sixteen 6-in., twelve 12-pdr., four 3 pdr., two light and eight machine guns with three torpedo tubes. She was built at Pembroke and engaged by Hawthorn in 1900 at a cost of £601,356. Her armoured deck is from 3 to 6 inches thick and she has 3 inches of armour on her gun positions. Her complement is 600 men.

The Austrian second-class cruiser *Kaiserin Elisabeth* arrived from Batavia late on Saturday and the usual salutes were exchanged. She is an armoured steel cruiser of 4,064 tons displacement and 900 indicated horse-power. She has five torpedo tubes in addition to other armament and carries a complement of 450 men.

CONTRABAND OF WAR.

The *Japan Times* prints the following "Instruction No. 1 of the Department of State for the Navy":

It is hereby decided that the under-mentioned goods shall be regarded as contraband during the present war between Japan and Russia:—
1.—The following goods shall be treated as contraband of war in case they are going to pass through the enemy's territory or in case they are destined for the enemy's territory or his army or navy:
a. Ammunition, explosives and the raw materials thereof (including lead, saltpetre, sulphur, etc.) and apparatus for manufacturing them, cement, uniforms, and equipment of military and naval men, armour plates, materials for the construction and equipment of men-of-war and other ships, and all other goods to be used solely for purposes of war.
2.—The following goods shall be treated as contraband of war in case they are destined for the enemy's army or navy, or in case, from the nature of the locality in the enemy's territory to which they are bound, they may be considered to be intended for the use of the enemy's army or navy:
Provisions, drinks, horses, harness, fodder, vehicles, coal, timber, money, gold and silver bullion, and materials, for the construction of telegraphs, telephones, and railways.

3.—Of the goods mentioned in the foregoing two clauses, those which on account of their quantity may be judged to be evidently intended for the use of the ship that carries them shall not be treated as contraband.
Baron GOMHEI YAMAMOTO
Minister of State for the Navy
Dated the 10th day of the 2nd month of the 37th year of Meiji (1904)

THE "MANDOUR"—A FLOATING
HOSPITAL.

The *Shanghai Mercury*, of 23rd inst., says:—
In view of the protests made against the presence of the *Mandour* at this port, it seemed this morning at 11 that vessel was practising a little game of bluff, for at 9 o'clock she hoisted at her mainmast the red cross flag, thereby becoming a non-combatant. However at 11 o'clock she hoisted it down again, leaving the uninitiated in Russian diplomacy not a little puzzled as to its meaning.

But from a creditable Russian source we learn that the Russian government has no intention of getting out of its present difficulty by turning the *Mandour* into a hospital ship, and the fact of her hoisting the Red Cross flag is due to an ancient Russian custom of so doing during Lent while religious services are being held on board, in order to prevent people from calling and thus disrupting the service.

In discussing the burning question of the breach of the neutrality of this port which the *Mandour* is committing by her continued presence here, the *Echo de Chine* points out that the *Mandour* during the Spanish American war remained in Shanghai despite all the efforts of the Chinese government to turn her out, and that no foreign power lodged any complaint against her remaining in Shanghai at the time. Our contemporary concludes by asking what is the Chinese government going to do on the arrival of the next Austrian mail which is bringing out war materials for the Japanese government.

We are not aware that any efforts had ever been made by the Chinese government to turn the *Mandour* out. If our recollection serves us right nobody took any notice of the *Mandour* because she was regarded as a floating coffin, and the only use she was put to was to take the U.S. Minister up the Yangtze ports once every year on his visit of inspection of the Consulates. Certainly, she was never regarded as a fighting unit.

THE TAOTAI'S DESPATCH TO
THE WAI-WU-PU.

The following despatch from the Customs Taotai Yuan of this port to the Wai-wu-pu concerning the Russian war-vessel *Mandour* has appeared in the *Universal Gazette*—As previously reported I have given the Russian war vessel the option to remain at Shanghai on condition that she give up her guns and other war materials that may be deemed necessary. Last night, I was informed by the Japanese Consul General here that war having been declared between Japan and Russia, and that China's policy being to observe strict neutrality as had been formally announced to the world by this Board, according to stipulation the Russian war-vessel should leave within 24 hours, but instead of leaving, her continued presence has caused much alarm to the people as well as hindrance to the commerce of Japan and all other nations. Furthermore, Japan wishing to safeguard her commerce, has ordered the *Akitsu-maru* to enter the harbour to day and she is now lying at Chang Hua Pang to see that Russian war-vessel does leave, and when the latter will have passed Chang Hua-Pang, the *Akitsu-maru* will move to the upper section of Woo-ung and the Hsiang Ki-ang in accordance with regulations. In conclusion, it was asked from what time the 24 hours should be reckoned. Upon receipt of this notification, I, with the Commissioner of Customs, went to call on the Japanese Consul General here relative to China's neutrality and the carrying out of the regulations of neutrality. Then I went to call on the Russian Consul General here who replied that the Russian Minister at Peking had made certain previous arrangements with this Board, while I pointed out to him that the rules of neutrality must be observed, so that the Japanese might have nothing to protest against. After returning to the Yamen, I notified the Russian war-vessel to leave within 24 hours, commencing from 5 o'clock p.m. of that day; a reply to carry this out was then received, and I notified the Japanese Consul General to this effect. The *Akitsu-maru* will therefore move to the upper section of the Hsiang-Kiang for 24 hours, at the expiration of which she will proceed to sea. In order to smooth matters on the one hand, and to protect Japanese steamers against emergencies, through the *Mandour* on the other, it is earnestly requested that the matter be referred to the Russian Minister.

The Indian transport, s.s. *Dilwara*, was called into Bombay, where she disembarked all able-bodied troops, the invalids being the only passengers allowed to proceed home by another boat. All officers' leave has been stopped. This is believed to be due to the war between Russia and Japan.

It is reported that Viceroy Alexieff has been pressing Chinese subjects to enter Russia's military service, those disobeying were beheaded.

HONGKONG RACES.

THE "FF DAY."

There was a brilliant assembly to witness the closing day of our annual race meeting, and, though the crowd's inside the oval was smaller than on the preceding days the sporting element and elite of the Colony were in full strength in and about the enclosure and Jockey Club buildings. The weather was magnificent, though somewhat warm at the opening, but, as the afternoon drew out, and the shadows grew longer, the sun lost its vicious glare, and an increasing breeze from the north-east made the temperature cool and enjoyable.
His Excellency the Officer Administering the Government and Mrs. May, accompanied by their guests Sir Frederick and Lady Treves, arrived shortly before the first race, and their advent was greeted by the first bar of the National Anthem, played by the band of the Foresters which was in attendance. The enjoyment of the afternoon was somewhat marred by an unfortunate accident to one of the riders in the steeplechase, Mr. Johnston, whose mount came to grief at the hedge. He was thrown violently and sustained a broken collar bone and dislocated shoulder. Notwithstanding the pain he was suffering, Mr. Johnston, renowned and won the race, being loudly cheered for the grit and persistence exhibited. He was at once attended to by Sir Frederick Treves and Doctor Atkinson and after a temporary bandage had been applied was sent to the Government Civil Hospital.

Backing was brisk during the afternoon and several winners came as a surprise to many, fairly good dividends being obtained.

Following are the events:—
The "ROSE" CUP.—Presented. For all beaten subscription griffins. Weight for inches as per scale. Unplaced ponies allowed 5 lbs. Entrance \$10 to go to second pony. Three quarters of a mile.
Mr. C. H. Ross's Ben Roy, 11st. 11lb. Mr. Johnston 1
Mr. Treves's Ben Roy, 11st. 11lb. Mr. Mackie 2
Major Radcliffe's Arnapog, 10st. 12lb. Mr. Clark 3
Mr. D. Macdonald's The Provost, 11st. 11lb. Mr. Crighton 4
Mr. Ellis Kadourie's Teetotum, 10st. 11lb. Mr. Schnorr 5
Mr. Medico's Culex, 11st. 11lb. Mr. Johnston 6
Mr. Lola's Colonelist, 10st. 11lb. Mr. Bell 7
Mr. E. S. Joseph's Bunder, 10st. 10lb. Mr. Gillingham 8
Capt. Nugent & Mr. Dowling's Snark, 10st. 10lb. Mr. Dowling 9
Mr. E. H. Hinds's Bonzoline, 10st. 12lb. Mr. Knox 10
Mr. Armand's Modesty, 10st. 12lb. Mr. Gegg 11
Mr. F. H. May's Blue Skin, 10st. 13lb. Mr. Gedge 12
Mr. J. H. Lewis's Mongoose, 10st. 11lb. Mr. Rutherford 13
Mr. J. H. Lewis's Alarm, 10st. 4lb. Mr. Alderton 14
* 5lbs. overweight. + 2lbs. overweight.
+ 6lbs. overweight. + 7lbs. overweight.
Time, 1.36 4/5.

THE JOHN PEELE CUP.—Presented. For all beaten China ponies. Weight for inches as per scale. Unplaced ponies allowed 5 lbs. Extra. Unplaced ponies allowed 5 lbs. Off-day winners barred. Entrance \$10 to go to second pony. One mile.
Mr. G. H. Potts's Pandur, 11st. 6lb. Mr. Crighton 1
Mr. Kanuck's Once More, 10st. 13lb. Mr. Johnston 2
Mr. Wheelrut's Protection, 10st. 10lb. Mr. Schnorr 3
Time, 2.12 2/5.

THE "ALLY HO CUP"—Steeplechase. Value \$200, for all China ponies. Weight 11 stone. From the Grand Stand twice round and in. Cup to go to the rider. Five to start or no race. Entrance \$10 to go to second pony.
Mr. John Peel's Rex, 11st. Mr. Johnston 1
Mr. J. H. Lewis's Muscatel, 6lb. over Com. Gaunt 2
Mr. Cleugh's The Crow, 11st. Mr. Knox 3
Mr. J. H. Lewis's Starling, 11st. Mr. Alderton 4
Mr. ——— Digby Grand, 6lb. over Mr. Rutherford 5
Mr. C. H. Ross's Ben Roy, 11st. Mr. Crighton 6
Mr. John Peel's Havers, 11st. Mr. Clarke 7
THE "LUCKY" CUP.—Presented. For all beaten griffins at this meeting. Weight for inches as per scale. A pony that has run second in any race to carry 5 lbs. extra. Third in any race 3 lbs. extra. Unplaced ponies allowed 3 lbs. Off-day winners barred. Entrance \$10 to go to second pony. One round.
Mr. Kanuck's Once More, 11st. 11lb. Mr. Moller 1
Mr. Ellis Kadourie's Chieftain, 11st. 11lb. Mr. Crighton 2
Mr. J. H. Lewis's Regret, 10st. 13lb. Mr. Rutherford 3
Mr. D. Macdonald's The Elder, 10st. 10lb. Mr. Clarke 4
* 6lbs. overweight. + 5lbs. overweight.
Time, 1.58 3/5.

THE VISITORS' CUP.—Presented. Value \$250. For China ponies that have run at this meeting and have not won a race. Weight for inches as per scale. Old ponies to carry 7 lbs. extra. Subscription griffins allowed 3 lbs. Unplaced ponies allowed 5 lbs. Off-day winners barred. Entrance \$10 to go to second pony. Five furlongs.
Mr. Darius's Talbot, 10st. 10lb. Mr. Master 1
Mr. John Peel's Royal, 10st. 11lb. Mr. Crighton 2
Mr. Tremearne's Fun, 10st. 12lb. Mr. Mackie 3
Mr. Wingard's Quebec, 11st. 2lb. Mr. Moller 4
Mr. Dombich's Growler, 10st. 7lb. Mr. Gillingham 5
Mr. G. B. Macdonald's Go Bang, 10st. 4lb. Mr. Black 6
Mr. J. H. Lewis's Alarm, 10st. 2lb. Mr. Alderton 7
Mr. Ellis Kadourie's Teetotum, 9st. 12lb. Mr. ——— 8
Mr. E. H. Hinds's Hazard, 10st. 10lb. Mr. Makin 9
Mr. E. A. Bonner's Clifton, 10st. 10lb. Mr. Rutherford 10
H. E. Mr. F. H. May's Yellow Skin, 10st. 13lb. Mr. Gedge 11
* 3lbs. overweight. + 6lbs. overweight.
+ 2lbs. overweight. + 9lbs. overweight.
Time, 1.16 2/5.

THE "FISCAL" CUP.—Presented. For beaten subscription griffins of this season. Weight for inches as per scale. Placed ponies 5 lb. extra. Off-day winners barred. Entrance \$10 to go to second pony. One mile and a quarter.
Mr. Meiford's Standard, 11st. 6lb. Mr. Master 1
Mr. Darius's Eclipse, 11st. 6lb. Mr. Alderton 2
Messrs. Craig and R. A. G.'s Combine, 11st. 11lb. Mr. Moller 3
Mr. D. Macdonald's The Bailie, 10st. 12lb. Mr. Clarke 4
Mr. J. H. Lewis's Sentry, 11st. 11lb. Mr. Rutherford 5
Mr. Wheelrut's Fair Trade, 10st. 21lb. Mr. Schnorr 6
Mr. A. Babington's Rocket, 11st. 6lb. Mr. Crighton 7
Mr. A. Babington's Turbine, 11st. 11lb. Mr. Makin 8
Mr. Hart-Buck's Herschell, 11st. 9lb. Mr. Mackie 9
Mr. W. Dombich's Kid, 10st. 10lb. Mr. Gillingham 10
Time, 2.45 1/5.

THE "CORONET" CUP.—Presented. For all beaten China ponies that have run at this meeting. Griffins allowed 5 lbs. Subscription griffins allowed 7 lbs. Off-day winners barred. Entrance \$10 to go to second pony. From the 2-mile post once round and in.
Mr. G. H. Potts's Rebekah, 11st. 11lb. Mr. Master 1
Mr. Wheelrut's Protection, 10st. 10lb. Mr. Johnston 2
Mr. Medico's Culex, 10st. 12lb. Mr. Millward 3

TELEGRAMS.

"HONGKONG TELEGRAPH"
SERVICE.

THE WAR.

THE ATTEMPT TO CLOSE
PORT ARTHUR.

ADMIRAL MYEMURA'S REPORT.

(From Our Own Correspondent.)

YOKOHAMA, 27th February,
11 a.m.

Admiral Myemura, who is in command of the second squadron, reports that he approached Port Arthur on the night of the 23rd, conveying transports destined to block the entrance. At 10 o'clock on the following morning, the *Hakoku Maru* was sunk just below the lighthouse and to the left of the entrance, and the *Buho Maru* alongside. The *Tenshin Maru*, *Bushu Maru* and *Jinsen Maru* were sunk to the east of Lantichisan. These vessels were all scuttled by their own crews. The men who manned them escaped in safety.

The main squadron attacked the Russian torpedo fleet on the same morning, but details are not yet to hand.

The fleet then attacked the warships *Bayan*, *Nonik* and *Askold*, which were lying outside under shelter of the forts. After a short bombardment these vessels fled, escaping into the inner harbour, thus proving that the attempt to block the entrance has been unsuccessful.

The fleet fired inside the harbour and flames were seen to rise in the town.

Two Russian destroyers were chased by the Japanese cruiser and one was sunk near Chinwan Bay. None of the Japanese ships are injured.

A RUSSIAN ACCOUNT

JAPANESE TORPEDO-BOATS SUNK.

(From Our Correspondent.)

SHANGHAI, 27th February,
6.22 p.m.

The Russian Agent here reports that in the recent night attack on Port Arthur two Japanese torpedo boats were sunk; he declares that his countrymen suffered no loss.

SCHWIND RE-ARRESTED

AT CHINKIANG.

Rudolf Schwind, who escaped, on 9th inst., from the British Consular goal at Shanghai, where he was awaiting trial in connection with alleged frauds on the Russo-Chinese bank, has been re-arrested at Chinkiang and brought to Shanghai where he will be tried on Monday.

THE DALLAS COMPANY.

"THE FRENCH MAID."

The second performance of the *French Maid* was given to a crowded and enthusiastic audience by the Dallas Company, on Saturday evening, at the Theatre Royal. The applause was continued and encouraged frequent Mr. Percival Knight, though suffering from a severe cold, was as popular as ever in his rôle of *Charlie Brown*, and kept the spectators in continual roar of laughter when on the stage Miss Alice Wade was as on the previous evening, a sparkling and alluring *Suzette* deliciously wicked. A good word due to all the members of the troupe, who worthily maintained its excellent reputation. To-night and to-morrow "The Runaway Girl" another amusing musical comedy will be staged.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Laitani*) 1st prox.
German (*Seydlitz*) 1st prox.
German (*Preussen*) 3rd prox.
American (*Korea*) 3rd prox.
American (*Gaelic*) 9th prox.
Canadian (*Empress of China*) 15th prox.
American (*China*) 25th prox.
The H. A. L. s.s. *Brigantia* from Hamburg, left Singapore for this port on 27th inst. p.m., and may be expected here on 5th prox.
The Imperial German Mail s.s. *Seydlitz* left Shanghai on Saturday, at 6 p.m., and may be expected here on 1st prox., at daylight.
The P. M. S. S. Co.'s s.s. *China* with mails, left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on 26th inst.
The C. P. R. Co.'s s.s. *Tartar* arrived at Nagasaki at 8.30 a.m., on 29th inst., and leaves again at 5 p.m., same day, for Kobe where she is due to arrive at 6 a.m., on 2nd prox.
The Imperial German Mail s.s. *Preussen* carrying the German Mail with dates from Berlin on 2nd inst., left Singapore on Saturday at 1 p.m., and may be expected here on 3rd prox., forenoon.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

TELEGRAMS.

(Reuters.)

The Manchurian Railway.

LONDON, 26th February.
An official report to the Director General of Chinese Railways states that the Manchurian Railway is strongly guarded. At every mile approximately, there is a high watch tower with thirty Cossacks.

Turkey and Bulgaria.

Febru. 27th.

The pourparlers between Turkey and Bulgaria for a pacific settlement of their differences continue to progress favourably.

The Russians in the Red Sea.

A Russian destroyer on Monday night stopped the liner *Mombasa* in the Red Sea. An officer boarded the ship and examined her papers.

The War.

The Japanese Legation has received an official despatch from Tokio stating that the Japanese object of blocking the entrance of Port Arthur on the 24th instant was attained, the crews returning safely. The above news is not from Admiral Togo, but its accuracy is indubitable.

LATER.

It is believed in Tokio that the blocking of Port Arthur was at least partially accomplished.

Great Fires in the United States.

A great fire has occurred in the business section of Rochester, New York State. Blocks of buildings were dynamited to arrest the spread of the fire. A fire has also destroyed three acres of the business section of Baltimore.

The Governorship of New Zealand.

Lord Plunkett has been appointed Governor of New Zealand.

SUPREME COURT.

CLAIM FOR INTEREST.

At the Supreme Court this morning, before the Puisne Judge, Mr. A. G. Wise, Chan A. Fook and another, described as merchants of Hongkong, sued U. Nervegna and another for the recovery of \$606, being interest on Francs 120,000, alleged by defendants to have been transferred to them by E. Ghisi (Italian Government Delegate on the Commission of Bankers, Shanghai).

Mr. M. W. Slade, instructed by Mr. F. N. d'Almeida (E. Castro) appeared for the plaintiffs, and the Hon. H. E. Pollock, K. C. (instructed by Mr. F. P. Hett, of the office of Mr. G. K. Hall (Hutton)) represented the defendants.

The statement of claim set out—1. The plaintiffs are merchants of Victoria, Hongkong.

2. The defendants are Italian subjects, who formerly carried on business in Victoria, under the style of U. Nervegna and Company, and who now reside in Hongkong. 3. In the month of November 1902, the plaintiffs commenced an action against the defendants in the Original Jurisdiction of the Supreme Court, being Action No. 211 of 1902.

4. In the year 1903 the plaintiffs had awarded to them a large sum to be paid by the Chinese Government by way of indemnity for losses sustained by the defendants during the Boxer rebellion. 5. The said indemnity awarded to the defendants is payable to the defendants by the Italian Government Delegate on the Commission of Bankers, Shanghai, and until payment bears interest at the rate of 4 per cent. per annum, payable half-yearly. 6. On the 30th May, 1903, the plaintiffs accepted a transfer, made on April 13, 1903, at the request of the defendants by the said Italian Government Delegate of Francs 120,000 out of the indemnity due to the defendants in full settlement of all claims by them against the defendants, and withdrew the said action, No. 211 of 1902.

7. On or about July 1st, 1903, the said Italian Government Delegate paid to the plaintiffs the interest due to the plaintiffs in respect of the said indemnity for the half-year ended June 30, 1903. 8. The rateable proportion of the said interest received by the defendant in respect to Francs 120,000, transferred to the plaintiffs, amounted to \$506. 9. On July 28, 1903, the plaintiffs demanded from the defendants the payment of the interest received by the defendants on the Francs 120,000, but defendants have not paid the sum, or any part thereof. The plaintiffs claim: 1. \$506. 2. Interest from the date of the writ herein on \$506 at 8 per cent. per annum until payment of full sum.

The defence set forth: 1. The defendants admit the truth of the allegations which are contained in paragraphs 1, 2, 3, 4, 5, 7, and 9 of the statement of claim. 2. In answer to paragraph 6 of the statement of claim the defendants say as follows: It was agreed between the plaintiffs and the defendants that action 211 of 1902 should be withdrawn by the plaintiffs on condition of the plaintiffs receiving a document from the Italian Government Delegate at Shanghai, which would entitle the plaintiffs to eventually receive bonds to the full value of Francs 120,000, when the bonds would be thereafter used by the Italian Government Delegate for the payment of the said indemnity. If the said Delegate has issued any document to the plaintiffs which confers, or purports to confer, or has the legal effect of conferring upon the plaintiffs any present or immediate rights to interest on the sum of Francs 120,000 such document was not issued in such form at the request of the defendant, but on the contrary was issued in such form in defiance to the express instructions upon the subject which were sent by the defendants to the said Delegate, to which instructions the defendants craved leave to refer. 3. In answer to paragraph 8 of the statement of claim the defendants craved leave to refer to and report the allegations which are contained in paragraph 2 hereof, and they deny that any apportionment whatever ought to be made payable to the plaintiffs in respect to the interest on such sum of Francs 120,000, either for the whole period or for any portion of the period between the 1st of June 1903 and the 30th of June 1903. Even if any such apportionment were made the defendants do not admit that it would amount to \$506. 4. Save in so far as this statement of claim the defendants deny the truth of each and every of such allegations.

The case was proceeded with and eventually adjourned until to-morrow.

INSTITUTION OF ENGINEERS AND SHIPBUILDERS.

ANNUAL MEETING.

The thirteenth annual general meeting of the above Institution, held on Saturday evening at 3, Des Vaux Road, was well attended, there being present:—Messrs. D. Macdonald (President), W. C. Jack (Vice-President), E. C. Murphy, H. T. Richardson, J. D. Logan, J. T. Thomson, W. Ramsay, T. Skinner, A. B. J. Macdonald, J. Robertson, J. Lambert, A. Ritchie, E. C. Wilks, J. McLachlan, W. Auld, A. Milroy, P. Simecock, W. G. Winterburn, H. K. Archibald, W. Stewart, F. Murchie, R. Knox, J. F. Miller (hon. secretary), C. F. Focken (hon. treasurer) and others.

The notice convening the meeting having been read, The President said:—Gentlemen, the annual report and statement of accounts having been in your hands for some time I propose, with your permission, to follow the usual custom and take the report as read. It is a pleasure to me to see that the Institution of Engineers and Shipbuilders has not been progressing as it should do, and the close of the year 1903 as you will see from the report finds us in a worse condition than we have been in since the institution was started just 13 years ago. As one of the founders I remember well the high hopes that were entertained by the first committee and members of the great things to be achieved by this institution, and for a number of years it seemed as if their hopes realised. But gentlemen, we have fallen on evil times and unless the members wake up and take more interest and give more support to the working of the institution, the time is not far distant when the question of winding up the Company will have to be seriously considered for the institution at the present time is not self-supporting. The balance (which I see the printer has kindly put in large letters) is slightly misleading as this balance is only attained after adding \$595.00 subscribed for the new billiard table and about \$100.00 from the dance account, without which we should have been about \$700.00 to the bad and I am sure none of the members wish this institution to be run on charity. The engineers and shipbuilders of this colony are well able to maintain an institution worthy of the trades from which it takes its name, but if they decline to support such an institution then there is nothing to be done but how to the inevitable and shut up. Speaking for myself I should be very sorry indeed if we are forced to close; because it would be a sign that we engineers and shipbuilders in Hongkong are lagging behind while kindred institutions all over the world are flourishing and going ahead. Some members, I am told, complain that they do not derive any benefit from the institution, or at any rate not sufficient for the \$2.50 subscribed per month. Well that I should say is the fault of the member, for you only require to walk into the reading room and look at the collection of papers and magazines and the splendid reference library to convince you that the member who is incapable of taking \$2.50 worth out of that room in the same number of hours must be wanting in those qualifications which are requisite in every engineer and shipbuilder. Before closing my remarks I would draw the attention of members to the classes which have lately been started under the direction of Mr. W. H. Williams for instruction in practical mathematics and mechanics, and with this institution in a flourishing condition there is no reason why these classes should not be arranged so that every member who wished to do, might take part in them, and this is only one of the many benefits that members might derive from the institution if they would support it in a whole-hearted and genuine manner (applause). Before moving the adoption of the report I shall be pleased to answer any questions or give any information within my power.

Replying to Mr. Murphy, the hon. treasurer (Mr. C. F. Focken) said the amount outstanding and due to the institution was now about \$1,500. The President proposed, Mr. Jack seconded, and it was agreed that the report and accounts as presented be adopted and passed.

Mr. Bain drew attention to the falling off in membership during the past few years, and said there was something wrong somewhere.

The President replied that the committee had been doing all in their power to make the institution attractive to members, the majority of whom seemed quite disinterested in the matter. The meeting then proceeded to discuss the question of admitting marine officers and gentlemen connected with shipping as associate members of the institution.

The Vice-President observed that the committee had already discussed the matter, and agreed it would be best to learn the views of members regarding the proposal. In the opinion of the Committee gentlemen connected with the shipping interests, and officers of steamers—should be associate members, but they would, of course, be subject to election by ballot by the committee, and if admitted would have the same privilege as ordinary members with the exception that they would have no voice in the management of the institution.

Several members were strongly in favour of keeping the institution purely for engineers and shipbuilders, and if necessary, the subscriptions might be raised. Eventually it was agreed to postpone the discussion in order to get the views of seagoing members.

The question of increasing subscriptions was deferred to the next meeting.

The following officers were elected for the ensuing year: President—Mr. W. C. Jack. Vice-Presidents—H. T. Richardson and J. Lambert. Committee of Management:—Messrs. D. Macdonald, H. Richardson, J. Lambert, T. Banks, C. Wilks, W. Ramsay, J. D. Thomson, J. Logan, E. C. Wilks, J. Macdonald, and J. W. Robertson. Hon. Secretary—Mr. J. C. Miller. Hon. Librarian—Mr. J. D. Thomson. Hon. Treasurer—Mr. C. F. Focken.

Votes of thanks to the officers for their services during the past year brought the proceedings to a close.

ATHLETIC SPORTS.

As will be seen from our advertisement columns the seventh athletic meeting, under the auspices of the Victoria Recreation Club, will be held on Monday, the 4th April, on the ground of the Hongkong Football Club. Programme and entry forms may be obtained from the Steward of the Club at Kowloon. Entries close on the 28th prox.

WEST RIVER TRAFFIC.

(From Our Correspondent.)

Canton, 27th February.
I am in receipt of advices from Wuchow to the effect that the Chinese merchants in that port have ceased business in consequence of an excessive salt tax which has been imposed on all goods. It has to be paid at the port where the goods are shipped, and they will not be subject to any further tax at subsequent ports. It is reported that merchants at other ports will adopt a similar attitude, and the foreign merchants, fearing a general disturbance, have appealed to the respective Consuls for protection.

COMMERCIAL.

Advices from Shanghai, of 23rd inst., report business done:—Shanghai and Hongkong Wharves at Tls. 207 for March. Indo-Chinas at Tls. 584 for March and Tls. 59 for April. Farnham, Boyds at Tls. 139/14 for March and Tls. 142/14 for March. Shanghai Lands at Tls. 115 cum. div. and Tls. 110 ex. div. Wei-hait Golds at \$15. Maatschappij at Tls. 310 cash, Tls. 310 cash and settlement, Tls. 315 for March, 317 for April, and Tls. 330 for June. Gas at Tls. 122. Montries at \$55. Weeks & Co. at Tls. 20.

FREIGHT.

In their circular of 27th inst., Messrs. Lamke and Rogge write:—The chief feature that has characterised the freight market during the past fortnight has been a continuous demand for steamers on time charter from the North. Tonnage, promptly available on monthly terms has been and is still being inquired after at steadily hardening rates and as far as events have gone in regard to hostilities between Russia and Japan, it is hard to say where things are going to end.

The position of the market is an abnormal one. Whilst neutral tonnage is being picked up everywhere to meet urgent requirements from Japan, the Southern market—making due allowance for the Chinese New Year holidays—has remained almost stagnant with few charters here and there reported.

Again, the Saigon/Hongkong trade, a continually declining local rice market has been prohibitory to business in this direction and present quotation is nothing better than 17/18 cents per picul. This figure is, however, more or less nominal, there being but an occasional boat having to accept such rate of necessity, and a considerable improvement can only be a question of time if only in consequence of shortage of tonnage. The rice crop in Cochinchina is said to be a fairly good one, but export figures up to date are not to be compared with former years, the high rate of exchange having put a stop to shipments for Europe and the time is no doubt near at hand, that export to China on a fairly large scale will become practicable. Stocks of grain at Canton have so far been sufficient, but the state of affairs for agriculturists, as far as the next rice crop is concerned, is a very serious one in consequence of the long continued drought. Unless rain comes very soon, nothing can avert a bad harvest and in that most probable case, grain will be wanted badly with a very limited amount of tonnage to bring it along.

From Saigon to Philippines ports, after a lull of some duration, operations have been resumed and chartering has been done on the basis of 38 cents per picul, more tonnage being wanted at same figure. Suitable craft is however scarce and it is very probable that rates will go higher. From Rangoon to one port Philippines up to 58 cents per picul has been paid and there is room for further tonnage.

Bangkok business to this remains unchanged. Rates have not advanced correspondingly with others on account of the more than ample supply of "liners."

From Java to this 40 cents per picul sugar, dry or wet, is procurable, but no tonnage is forthcoming. Forward loading for Japan, June/July, tonnage is wanted at very good rates, but hard to obtain.

Coal rates from Japan ports are very firm, \$2.50 per ton. Moji or Kuchinozu to this being offered freely and more would undoubtedly be paid for prompt delivery. Moji/Singapore, we quote \$2.75 per ton and Karatsu/Maniila \$3.60 per ton.

On monthly terms, as already indicated, a number of steamers has again found employment at very fair rates, with few exceptions for neutral trade in Japan waters, and the demand continues.

Casualties:—S.S. *Deuteros*, a well known coaster, has foundered on the Paracels.

Sail Freights:—Nothing doing. Sail tonnage loading or to load:—For Callao:—Italian bark *Polina*, arrived 12th January. British bark *Alga Bay* to arrive from Hongkong. Disengaged:—None. Departures:—None.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 110/11
Do. demand 110/11
Do. 4 months' sight 110/11
France—Bank T.T. 253
America—Bank T.T. 434
Germany—Bank T.T. 192
India T.T. 139
Do. demand 139
Shanghai—Bank T.T. 71
Japan—Bank T.T. 93
Singapore—Bank T.T. 100
Java—Bank T.T. 113
Buying.
4 months' sight L/C 111
6 months' sight L/C 111
30 days' sight San Francisco & New York 46
4 months' sight do 47
30 days' sight Sydney and Melbourne 111
4 months' sight France 12 1/2
6 months' sight do 12 1/2
4 months' sight Germany 12 1/2
Far Silver 26 1/2
Bank of England rate 4 %

Other quotations.
Tobacco—
Malwa New 100/100
Old 100/100
Gild 100/100
Persian New 100/100
Persian Paper 100/100

ADVERTISEMENTS.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
FOR SHANGHAI, KOBE AND YOKOHAMA.
THE Company's Steamship

"ARMAND BEHIC,"
Captain Flahin, will be despatched for the above Ports on or about MONDAY, the 7th March.
For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 29th February, 1904. [9]

IMPERIAL GERMAN MAIL LINE.
NORDEUTSCHER LLOYD, BREMEN.
STEAM FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
THE Imperial German Mail Steamship

"PREUSSEN,"
Captain E. Prehn, due here with the outward German Mail about THURSDAY, at daylight, will leave for the above places about 12/24 hours after arrival.
NORDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 29th February, 1904. [5]

To-day's Advertisements.

THE "UP-TO-DATE SHORTHAND" has reached Hongkong, where a Permanent Studio has been opened near the G.P.O. and WALKINS, LTD., Queen's Road Central.

1ST LESSON write any Word.
4TH LESSON write 40 Words a Minute.
11TH LESSON write 120 Words a Minute.
24 LESSONS to Completion of Full Course.

TERMS: \$50. or by instalments. NO BOOKS TO BUY, or other Payments to make. May be learned in One Month; the very Dullest in 12 Weeks.

OUR ANSWERS TO QUESTIONS
"FTEN ASKED ON THE
"UP-TO-DATE SHORTHAND."

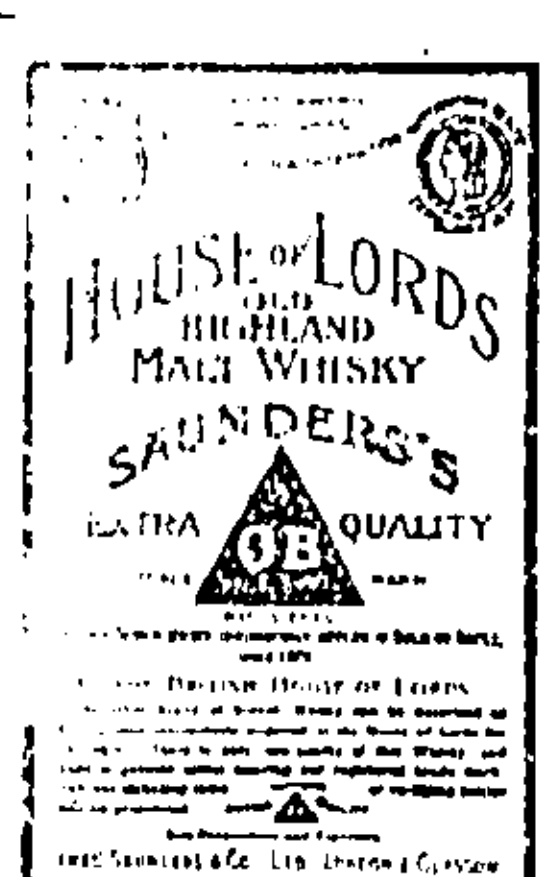
Can it be learned as well by post as at your Studio? ... YES.
Can a person of ordinary intellect master it in six weeks? ... YES.
The full course to completion and fast writing in six weeks? ... YES.
Do you examine us on each lesson? ... YES.
Personally or by post? ... YES.
Is it easy to learn and to read? ... YES.
Is it accepted by Government Offices the world over? ... YES.
Do you give a certificate of competency on completion? ... YES.
Do you supply a lesson book to each pupil and show the date each lesson is given? ... YES.
Then this is proof of the pupil's progress; and before receiving the 12th lesson I must write 120 words a minute? ... YES.
Shall I be competent to write a shorthand letter and make notes? ... YES.
At the third lesson within one week? ... YES.
The pupils take as long as they like between the lessons; they master one and then come (or send if a Postal Pupil) for the next.

PRINCIPAL:
WARWICK PEELE,
Late Special Reporter, British Houses Lords, Commons and High Courts.
Hongkong, 29th February, 1904. [298]

THE REGISTRATION OF TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that JAMES SAUNDERS & CO., LIMITED, of 15, Charlotte Street, Fitzroy Square, London, England, Wine and Spirit Merchants, have, on the 29th day of December, 1903, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following TRADE MARK:

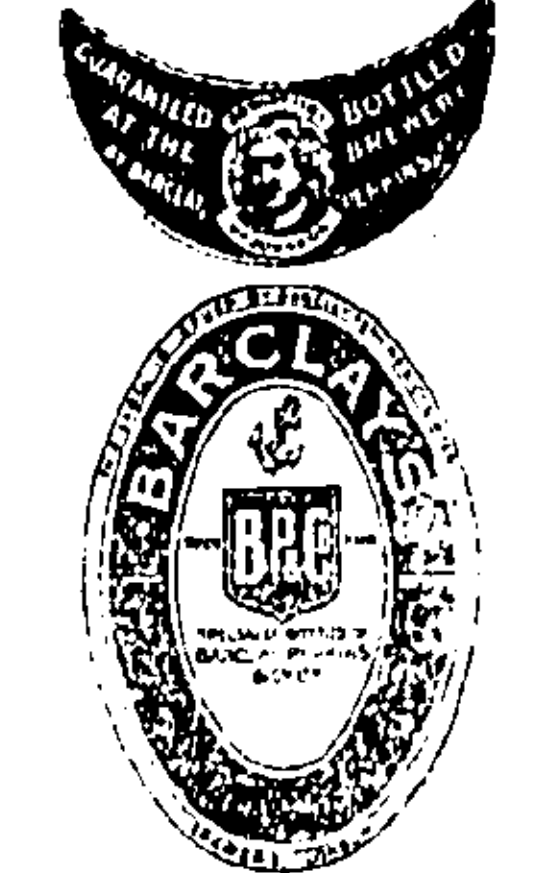


in the Name of JAMES SAUNDERS & CO., LIMITED, who claim to be the Sole Proprietors thereof. The Trade Mark has been used by the Applicants in respect of the following Goods, WHISKY in Class 43.
Dated the 29th day of February, 1904.
DENNIS & BOWLEY,
Solicitors for the Applicants.

THE REGISTRATION OF TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that BARCLAY PERKINS & CO., LIMITED, of Anchor Brewery, Park Street, Southwark, London, England, Brewers, have, on the 30th day of October, 1903, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following TRADE MARK:



in the Name of BARCLAY PERKINS & CO., LIMITED, who claim to be the Sole Proprietors thereof. The Trade Mark has been used by the Applicants in respect of the following Goods, BEER in Class 43.
Dated the 29th day of February, 1904.
DENNIS & BOWLEY,
Solicitors for the Applicants.

VICTORIA RECREATION CLUB.
SEVENTH ATHLETIC MEETING.

By Kind Permission of H.E. The Officer Administering the Government, the above Sports will be held under the Rules of the Amateur Athletic Association on MONDAY, the 4th APRIL, on the Ground of the HONGKONG FOOTBALL CLUB (Kindly lent for the Purpose) at HAPPY VALLEY.

Entry Forms and List of Events may be had from the Steward of the Club, Kowloon, or the Undersigned, C/o Messrs. GIBB, LIVINGSTON & CO.
Entries Close on MONDAY, the 28th March, at 5 P.M.

HAROLD C. AUSTEN,
Acting Hon. Secretary.
Hongkong, 29th February, 1904. [306]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR KOBE AND YOKOHAMA.
THE Steamship
"BRAEMAR,"
Captain S. L. Saxby, will be despatched for the above Ports, on FRIDAY, the 4th March, at 4 P.M.
For Freight, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 29th February, 1904. [309]

To-day's Advertisements.

HONGKONG JOCKEY CLUB.

FOUND.

WITHIN the Jockey Club Compound, A BUNCH OF KEYS and a LADY'S HANDKERCHIEF; also a FOX TERRIER DOG with the license Number 259 affixed to his Collar.

The owners may recover the above by applying to—

T. F. HOUGH,
Clerk of the Course.
Hongkong, 29th February, 1904. [299]

WANTED.

A LADY is required to act as SECRETARY. Good English necessary. One with Capital can have the Management after One month's training. Sure and Large Income. Address:—
"S. and T.,
C/o Hongkong Telegraph Co., Ltd.
Hongkong, 29th February, 1904. [300]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will be carried out from Eagle's Nest Hills, South-East of Tai Po Road (5 1/2 miles), in a direction due North, against the Southern Slope of Needle Hill to the North-West of that road (7 miles) on the 4th March, 1904, between the hours of 8 A.M. and 2 P.M. If the weather is unfavourable on the above date, Practice will take place on the 5th March, during the same hours.

By Command,
A. M. THOMSON,
Acting Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 29th February, 1904. [301]

THEATRE ROYAL.
CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB will give Two Performances of THE COMIC OPERA "HIS EXCELLENCY,"

Written by W. S. GILBERT,
Music composed by Mr. OSWALD CARR,

on FRIDAY, 11th MARCH,

and SATURDAY, 12th MARCH, Commencing Each Evening at 9 P.M. precisely.

Several new features will be introduced, including a Dance by "THE GOVERNOR and NANNY," A COUNTRY DANCE, &c., &c.

Dress Circle \$3
Stalls 3
Pit Stalls 2
Pit 1

NO HALF PRICE.

Booking Office at City Hall, open to GUARANTORS ONLY, on FRIDAY, 4th March, at 10 A.M.

Public Booking Office open on MONDAY, 7th March, from 10 A.M. to 4 P.M. each day.

Late Trams will run a quarter of an hour after the fall of the curtain.
Hongkong, 29th February, 1904. [302]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENLOGAN,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 7th March will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW.
Hongkong, 29th February, 1904. [303]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Company's Steamship

"INDRAW" DE,
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 7th March, at Noon, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

JARDINE, MATHESON & CO.,
Agents.
Hongkong, 29th February, 1904. [304]

AMERICAN ASIATIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"BRAEMAR,"
Captain S. L. Saxby, having arrived from the above port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Wanchai Steaming Company, at Wanchai and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th March will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 7th March, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 29th February, 1904. [305]

To-day's Advertisements.

THEATRE ROYAL.

THE HENRY DALLAS MUSICAL COMEDY COMPANY.

ENORMOUS SUCCESS.

TO-NIGHT and TO-MORROW (MONDAY) and (TUESDAY),

"RUNAWAY GIRL."

WEDNESDAY and THURSDAY,

"BELLE OF NEW YORK."

FRIDAY and SATURDAY,

"THE MESSENGER BOY."

GENTLEMEN'S DEPARTMENT.

WM. POWELL, LIMITED.

28, Queen's Road.

BOOTS & SHOES:—The following Boots and Shoes are made in Northampton of the finest English leather, which is especially selected for us by a trade Expert.

Being made on American lasts they ensure Sportiness and Comfort. Stocked in half sizes and two fittings.

This is absolutely the largest stock in the East.

Give us an order for a trial pair.

A GOOD ARTICLE IS WORTH A FAIR PRICE.

HERE YOU WILL FIND THE BEST.

HIGH GRADE GOODS.

Black Box Calf, whole golosh (Lace) ... pair	\$13.00
" Glace Kid (Two shapes) ... "	13.00
" Box Calf, Heavy Sole (Lace) ... "	14.50
" " no toecap " ... "	10.00
Brown Willow Calf, whole golosh (Lace) ... "	13.00
" Glace Kid (Two shape) " ... "	12.50 & 13.00
" " no toecap " ... "	11.50
" Russian Calf, Round Toe " ... "	12.00
" Willow Calf Heavy Sole " ... "	14.50
" Grain, Waterproof Shooting Boot (Lace) " ... "	17.50
Black Crup Shooters (Lace) ... "	13.00
Patent Leather Kid Top Lace or Button ... "	13.00
" Military Dress Boot, Spring Sides " ... "	13.00
" Oxford Dress Shoes ... "	6.00 8.50
" Pumps (Court Shoes) ... "	6.00 8.50
White Canvas Boots ... 6.50 Bound Leather	8.50
" Shoes ... pair	4.00 to 7.00
Fawn Canvas Boot, Kid Lined and Bound ... "	8.50
Brown Glace Kid Shoes ... "	6.50 & 8.50
" Calf Shoe ... "	9.00
Black Calf Shoe ... "	6.50
" Glace Kid Shoe ... "	8.50
Brown Leather Shoe red rubber sole ... "	8.50 10.00
White Buckskin Shoe " ... "	10.00
" Canvas Shoe, " ... "	6.00 to 8.00

Ladies' Department, 34, Queen's Road Central.

WM. POWELL, LIMITED.

28, Queen's Road.

SHIRTS:—

White Dress, Centre Stud Hole ... each	\$3.00 3.75 5.00 7.25
White, 2 Stud for Business Wear ... "	3.25
White, Short Front ... "	2.75 3.25
White Lawn, Soft Front ... 6 oz. in weight	3.00
Superfine White Zephyr or Cambric, Soft Front Stiff Cuffs ... "	4.00
White Twill, Silk Finish, for Tennis ... "	3.25
White Cellular with Detachable Collar ea. 2.50 3.00 3.50 3.75	4.00
White Cellular Stiff Linen Cuffs ... "	3.75
Finest White Zephyr Tunics (Self Stripe) ... "	4.25
White Mat (Self Stripe) Detachable Collar ... "	3.75
Colored Print Tunics (Fast Collars) ... each	3.00 3.50 3.75
Superior French Print Tunics, Stiff Front and Cuffs ... "	4.50
Best Coloured Zephyr & Oxfords (Tunics) best quality ea.	4.00 4.25
Colored Flannel Shirts, Detachable Collar ... each	6.50
" " Unshrinkable ... "	8.50

ENGLISH HANDMADE NECKWEAR.

Fly End or handkerchief Ties ... each	1.00 to 2.50
Made up colored Silk Bows ... 75 cts.	1.00 1.25
Ascot Ties for Tying in a large Puff of Black Satin, Black Soft Silk, Black figured Silk, or Blue with White Spot Foulard ea.	2.50
Stock Ties for Riding, etc., ... each	1.25 1.50 2.50
A large Variety of Woven Silk Tubular, Bow Tie, all latest patterns ... each	1.00
A small Tie suitable for Bow or Knot in light and dark colors fine quality Silk ...	1.00 to 1.50
Four in hand or Derby Ties ... each	75 cts. to 2.50
Etc., Etc., Etc.	

Everything for Ladies' & Children's Wear.

WM. POWELL, LIMITED.

28, Queen's Road.

HALF HOSE:—

Plain Black or Navy Cashmere ... pair	1.00 1.25 1.50
Fancy or Stripes, Cashmere, Silk and Wool, light and dark ...	1.50 1.75 2.00 2.25 2.50 2.75 3.00
Embroidered Cashmere for Dress Wear ... pair	1.50 to 3.00
Embroidered Silk for Dress Wear ...	2.75 to 6.50
Plain Black Silk ...	2.25 to 5.00
Tan Silk and Wool, Splendid value ...	1.75
Lisle Thread, Plain Black or White ...	1.00
" " (Openwork) ...	1.00 1.50
" Embroidered " for Dress Wear pair	1.75
Black Ribbed Imitation Silk ... pair	1.25
Fine Black Cotton, Embroidered ... doz. pairs	4.50
Pure Natural Wool ... 1/2 Hose pair from	0.85
Merino ... pair from	0.40
Warm Woollen for Winter Wear ... pair from	1.00
Tan Cotton " Hercules " Special ... pair	1.00
Hose for Shooting, Football, Cycling, Golfing etc., a large variety of Patterns, Scotch Knit ... pair	2.00 to 4.50

UNDERWEAR:—

English Balbriggan ... vests each	1.65 to 2.50
" ... pants "	1.85 to 2.50
India Gauze ... vests "	1.25 to 1.50
" ... pants "	1.25 to 2.00
" Athletic Vests, no buttons "	2.00
Pink or Pale Blue Wool ... vests "	3.00 to 3.25
" ... pants "	3.00 to 3.25
Natural Undyed Wool ... vests "	2.75 to 4.00
" ... pants "	3.00 to 4.25
Pure Natural Wool Unshrinkable ... vests "	4.50 to 5.25
" ... pants "	5.00 to 6.00

Everything for Ladies' & Children's Wear.

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28, Queen's Road.

RUGS:—

A splendid selection of Woollen Rugs, fringed	6.00 7.50 8.50 10.00 12.50 14.50 16.00 20.00 25.00
Reversible ...	9.00 12.00 15.00
Pure Wool, Scotch make ...	12.00 15.00 18.00 20.00
Tartans in all the leading Clans	15.00 17.50 22.00 24.00 25.00

TRUNKS & TRAVELLING REQUISITES:—

A large assortment of Trunks in various sizes, light or heavy weight ... each	from 17.50 to 45.00
Dress Baskets ... each	30.00 to 40.00
Small Trunks, suitable for Cabin use, in American Cloth, Mail Canvas and Leather, prices ranging ...	each from 15.00 to 25.00
Tin Trunks in all sizes, Sole Leather suit Cases each	28.00 to 35.00
Fitted Dress suit Cases, sole Leather, containing pair best quality military hair brushes, hat brush, clothes brush, shaving brush in bottle, tooth brush in bottle, razor, strop, mirror, price	50.00 to 70.00
Gladstone Bags, best cowhide 20" to 30" ...	25.00 to 35.00
Fitted Bags, best cowhide ...	70.00 to 90.00
Soiled Linen Bags with Brass Fittings and padlock	4.00 to 7.50
Waterproof Holdalls, Umbrella Cases, etc., etc.	
Luggage Straps, labels, etc. at moderate prices ...	

SUNDRIES:—

Braces \$1.00 to 3.00 pair, Links and Studs of all kinds ...	
Leather Belts, ... Pigskin 2.00 Football belts from	0.75
Black Silk cummerbunds for dress wear ... each	3.00 3.25
Puggarees, 0.85 to 3.00 ... Hatguards, Armlets, etc.	

Everything for Ladies' & Children's Wear